



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

Manhattan, North River, a port of call where barge tows will be broken up or formed. Several slips and wharves on all sides of Manhattan are to be used as canal terminals and there is to be a large terminal in Gowanus Bay, on Long Island, apparently for the transfer of bulk freight from barge to tramp steamer. The barge canal will perhaps be done in 1914-1915, and will take barges of 2,500 tons capacity (at present 250 tons). Its fate will be watched with the keenest interest. Volume I contains a map of the course of the Erie Canal and plans for the various terminal improvements.

The commission visited numerous European sea and river ports and includes reports on them in its first volume. Excepting for their excellent maps, these reports leave much to be desired in the accuracy of what they say, in what they take the trouble to include and in what they leave out. For instance, "The commission found it impossible to visit Mannheim" and so presents an inferior report from the consul there. Mannheim is the head of navigation on the Rhine and has a river borne traffic of ten million tons yearly. Slighting it is like slighting Duluth in a study of the Great Lakes. Moreover, in Mannheim is best seen that coöperation between rail and water carriers which the commission is so eager to attain.

Volume II consists of proceedings before the commission, held in Buffalo, New York, etc. As is often the case, the proceedings are the most interesting part of the report. They contain a vast amount of miscellaneous information given by canal and ocean transportation interests.

*New York University.*

EDWIN J. CLAPP.

*Public Ownership of Telephones on the Continent of Europe.* By A. N. HOLCOMBE. (Boston: Houghton Mifflin Company. 1911. Pp. xx, 482.)

This is a careful, thorough study of telephone conditions in Continental Europe, covering the ground even more completely than is indicated by the title. Portugal, Russia, and the small states of southeastern Europe are alone not embraced in the inquiry. Nearly one half of the book, however, is devoted to Germany, with considerable attention to France, a fair amount to Switzerland, and only a few pages to each of the other countries included. This apparently disproportionate space assigned to Germany is a merit rather than a fault, since it affords the author

an opportunity to treat some one country in considerable detail, and often thus in the case of other countries avoiding repetitions by merely pointing out resemblances and differences.

A second noteworthy feature is that Dr. Holcombe almost uniformly devotes himself to a lucid and ample statement of facts, together with a presentation of the arguments on both sides of controverted questions, and leaves the reader to draw his own conclusions. Occasionally one suspects on which side the author's judgment inclines, but this is rather a matter of inference than of direct statement. Fulness, clearness, and impartiality are the dominant characteristics of the book.

In addition to the treatment of the subject by countries, there is a brief and valuable introductory chapter on the Origin of European State Telegraphs, pointing out the influence of such systems on the introduction of the telephones, and three concluding chapters on Comparative Telephone Rates, Comparative Telephone Development, and Economy of Public Ownership. There are also, under the three countries most fully studied, noteworthy chapters on the labor situation in their respective telephone services, as well as chapters or sections dealing with the strictly technical and physical problems involved.

Practically every important phase of the telephone question is presented, particularly equipment, cost, service, rates, profits, ownership, management, supervision, and control. As would be expected from the title of the book, special attention is given to the comparative claims of free competition, private monopoly, and public ownership. Public regulation of private ownership is virtually non-existent in Continental Europe; for this and other reasons it is to be hoped that Dr. Holcombe may supplement his present excellent treatise with an investigation of the telephone question in the United States. According to statistics later in date than those quoted by the author, all Europe, with four or five times the population of the United States, has only about one third as many telephones. It would be a valuable contribution to our knowledge of the general subject to have an equally careful study made of our own country, which differs so widely from those principally examined by the author, in area, in density and distribution of population, in industrial and commercial conditions, and in governmental theory and relations.

CHARLES F. A. CURRIER.

*Massachusetts Institute of Technology.*